



National Transportation Safety Board Aviation Incident Final Report

Location:	TOLEDO, OH	Incident Number:	NYC92IA030
Date & Time:	11/13/1991, 0445 EST	Registration:	N794AL
Aircraft:	DOUGLAS DC-8-63	Aircraft Damage:	Minor
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Analysis

THE MAIN CARGO DOOR OPENED IN FLIGHT AND THE AIRPLANE RETURNED FOR A NORMAL LANDING. OF THE TWO CIRCUIT BREAKERS REQUIRED TO BE PULLED PRIOR TO TAKEOFF, ONE WAS FOUND STILL ENGAGED. A CONFORMITY INSPECTION ON THE CARGO DOOR INSTALLATION REVEALED SEVERAL AREAS OF NONCONFORMITY INCLUDING DOOR LOCKS OF LESS THAN REQUIRED STRENGTH, LACK OF PAINT ON DOOR LOCKS WHICH IS USED FOR VISUAL IDENTIFICATION, AND DAMAGED WIRES IN A BUNDLE. THE WIRES WERE PART OF THE DOOR CLOSING, DOOR LOCKED INDICATING SYSTEM. THE INVESTIGATION REVEALED IT WAS POSSIBLE FOR THE DOOR TO BE NOT COMPLETELY CLOSED AND HAVE THE DOOR WARNING LIGHT GO OUT, INDICATING IT WAS FULLY LOCKED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: THE FAILURE OF THE FLIGHT ENGINEER TO CONDUCT A PROPER PREFLIGHT INSPECTION AND ENSURE THE MAIN CARGO DOOR WAS FULLY CLOSED AND LOCKED. FACTORS RELATED TO THE ACCIDENT WERE THE DAMAGED WIRES IN THE BUNDLE, AND THE IMPROPER MAIN CARGO DOOR INSTALLATION.

Findings

Occurrence #1: DECOMPRESSION

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) DOOR,CARGO/BAGGAGE - IMPROPER
2. (F) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (F) ELECTRICAL SYSTEM,ELECTRIC WIRING - CHAFED
4. (C) AIRCRAFT PREFLIGHT - IMPROPER - FLIGHT ENGINEER

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/14/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8000 hours (Total, all aircraft), 6300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N794AL
Model/Series:	DC-8-63 DC-8-63	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	45923
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	01/02/2000, Continuous Airworthiness	Certified Max Gross Wt.:	355000 lbs
Time Since Last Inspection:		Engines:	4 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	JT3D-7
Registered Owner:	AERO LEASE FINANCIAL GROUP INC	Rated Power:	19000 lbs
Operator:	FLAGSHIP EXPRESS	Operating Certificate(s) Held:	Supplemental
Operator Does Business As:		Operator Designator Code:	RAXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	LOS ANGELES, CA (LAX)	Type of Clearance:	IFR
Departure Time:	0455 EST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Robert L Hancock	Report Date:	05/05/1993
Additional Participating Persons:	RICHARD ROBERTS; DETROIT, MI		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).